

The background of the slide features a large, faint watermark of the Metropolitan Transportation Commission (MTC) logo. The logo consists of a large, stylized 'M' and 'T' in a light blue color, with a red cross-like shape integrated into the 'T'. The entire logo is set against a yellow background with a subtle circular pattern.

Developing a Regional TOD Policy

METROPOLITAN TRANSPORTATION COMMISSION

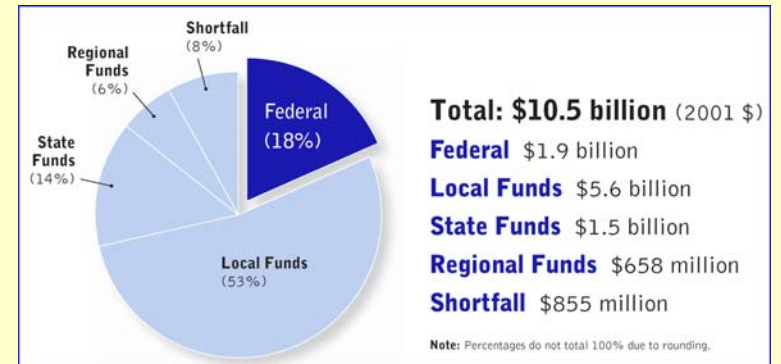
Resolution No. 3434

Map of Projects



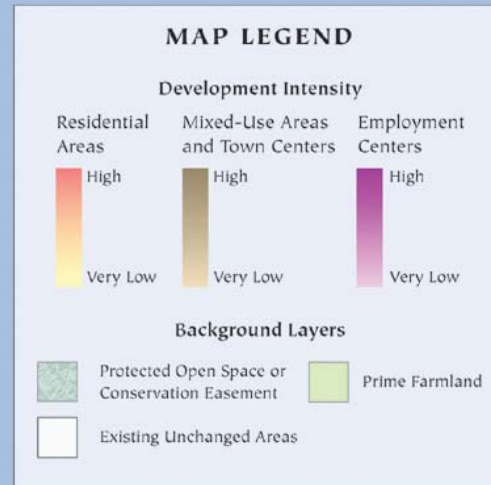
Legend

- ACE / service upgrade
- Amtrak Capitols / service upgrade
- BART, existing
- BART / rail extension
- Caltrain / service upgrade
- Caltrain extension
- Express bus route
- AC Transit rapid bus
- Muni light rail, existing
- Muni light-rail extension
- SMART
- VTA light rail, existing
- VTA light-rail extension



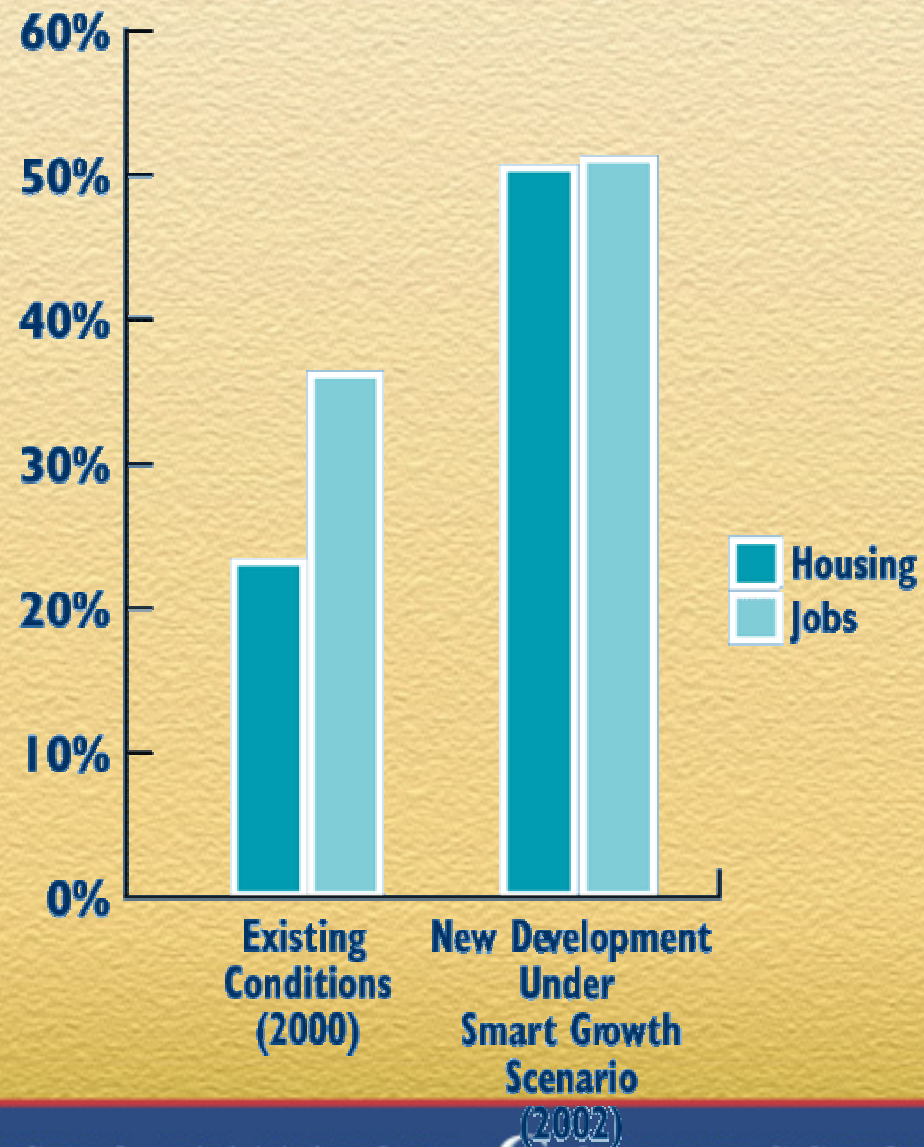
Smart Growth Vision

Infill around transit & downtowns



METROPOLITAN TRANSPORTATION COMMISSION

Closer Proximity of New Housing and Jobs to Transit



Excerpted from
MTC's
Transportation/Land Use Platform
– adopted Dec 2003

3. Encourage changes to local general plans that support Transit Oriented Development for Resolution 3434 investments

Defining “Supportive Land Use”



METROPOLITAN TRANSPORTATION COMMISSION

TOD Study Underway

- Demographic conditions & forecasts
- Review of other policies: BART, FTA
- Define policy components and options
- Conduct Case Studies
- Refine policy for MTC adoption

Policy must be realistic...

Since local gov'ts don't actually construct most development & don't control the market... policy will be based on level of effort...what you plan for, not necessarily what's on the ground today

Policy must be scaled...

*Policy will be based on level
of investment in transit...the
higher the cost, the more
riders needed, the greater
the land use expectation*

Policy must be tailored...

Policy will recognize not all places, and not all stations, are the same...must allow room for park and ride, must allow for and encourage different station types

Policy must be balanced...

*Policy must recognize that
density alone doesn't
create world class
TOD's...design, diversity of
uses, placemaking, are all
key to making station areas
work*

Policy must be package deal...

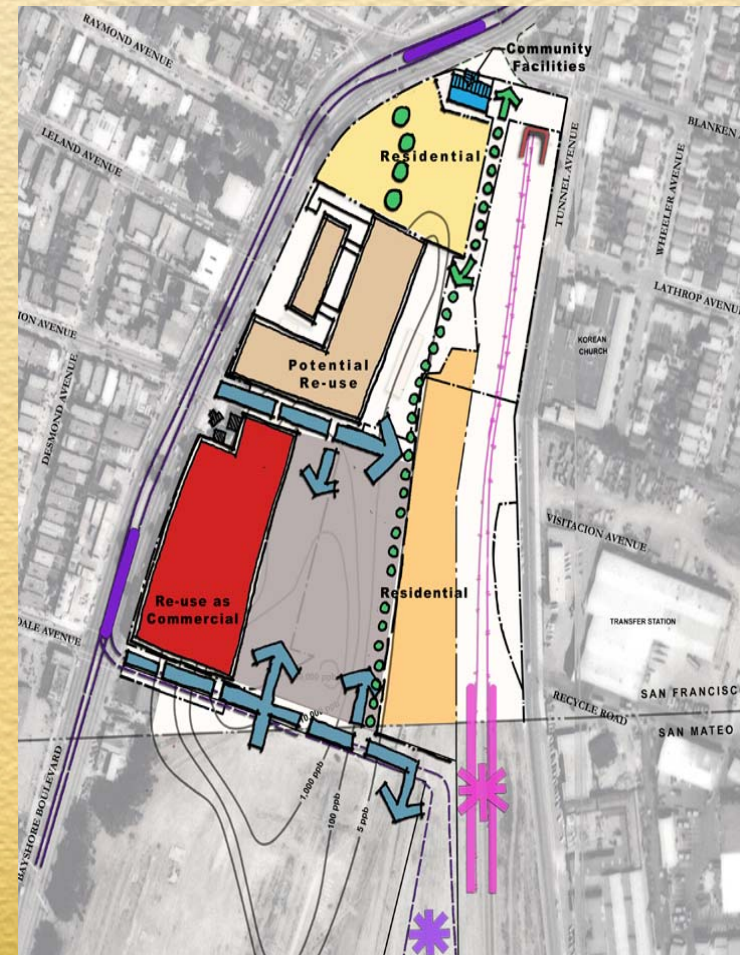
Policy must provide financial resources and technical assistance to local governments to help meet planning targets and performance measures...

Policy must evolve...

Draft policy will be tested through case studies...likewise policy adopted in the spring must be open to continued re-evaluation over time

Station Area Planning Program

- Fund land use plans around station
- Approx. \$12 million/5 yrs
- \$100,000 - \$750,000 per plan
- CMA assistance through T-PLUS program



Key Issues for TOD Policy

- Establishing partnerships with local gov'ts
- Bringing neighbors and the public along
- Setting goals that are within reach
- Working with multiple jurisdictions in various corridors
- Taking market demand into account

Opportunities for JPC

- Guidance on policy development
- Feedback on performance measures
- Assistance on outreach
- Involvement in communicating effort to local gov'ts, planning directors etc.

Timeline for TOD policy

- April 04-Sept 04: demographic GIS analysis
- Fall 04: draft policy
- Dec 04-Mar 05: case studies to test draft policy
- Sept 04-Mar 05: local outreach
- Fall 04 - Spring 05: roundtables/workshops
- Spring 05 – Commission adoption of Res. 3434/TOD Policy